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CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

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COUNTRY	USSR
SUBJECT	Port Information. Murmansk

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(BY SOURCE)

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**SOURCE**

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IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, 8ND No 84-  
53).7

1. The information contained herein is based on personal observations of the three sources.
2. Alphabetical Designators Coordinated with information reported herein, specific items are cited on overlay to HO Chart 2966 by the following alphabetical designators:
  - A - Anchorage
  - B - Berth
  - C - Railroad spur
  - D - Three or four USSR DD's sighted
  - E - Pilot boarding point
  - F - One USSR SS sighted
3. Conveyance Sources visited subject port in a merchant vessel 365 feet long, drawing 24 feet 4 inches.
4. Sailing Directions - Charts Prior to embarkation for Russian waters, the vessel's owner wired Moscow for charts and sailing directions. They were informed by answering message that such were not available and therefore this voyage was conducted with Cloos's Fisherman's Chart: Lofoten Islands to Bear Islands and North Cape to White Sea (1951 British) as the only guide. This chart, published by a London firm, address 16 York Rd, Ilford, is of such large scale (entire Kola Inlet was represented by an area 2 x 2/16 inches) that its practical value was negligible.
5. Approach At daybreak 19 Aug 53, vessel radioed officials ashore upon approaching the Kola Inlet and requested entering instructions. Vessel was directed to proceed to a boarding point within the bay, identified by geographical reference points,

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which were meaningless to ship's crew, as the chart described in paragraph 4 above did not show them. Vessel stood in cautiously, having fair visibility and keeping fathometer constantly operative. They requested information from a passing outbound merchant vessel which motioned for them to continue in, and they did until met by the pilot boat.

6. Pilotage Proceeding up the inlet, sources' vessel made contact with the pilot boat at about 0900, somewhere near point E on the overlay. This craft was about 40 feet long, a motor boat, modern construction, in good condition and flew the "How" flag. The pilot boarded with two police officials. Pilot spoke Russian and gave orders to the helm in rudimentary English. "Port, starboard, steady and slow" were thought to be the extent of the pilot's English-speaking vocabulary. Pilotage was compulsory at all times and this vessel's pilot did a good job of conducting the ship into port. Sources' vessel departed port at night, and they assumed therefore that pilots would also bring ships in after dark; at least during this season of the year.
7. Formalities Murmansk is first port of entry for overseas vessels; the small cities between the port and the mouth of the inlet had no ocean vessel berthing facilities. Vessel was boarded by customs and immigration authorities at anchorage in the inner harbor. The party consisted of about a dozen persons armed with pistols who searched for about one hour's duration. Ship's radio, optical equipment and cameras were sealed; personal radios and cigarettes were not. The crew was mustered astern while four persons conducted customs inspection. Similar procedure was followed immediately prior to departure.
8. Critical Areas No critical areas or features were noted in the harbor entrance, and vessel did not pass under any bridges or overhead cables.
9. Tugs A tug was employed to work vessel into berth at wharftside from anchorage. All sources could recall regarding this tug was that it was old, steam propelled and expended much smoke.
10. Anchorage Vessel anchored at point A at 1300 on 19 Aug 53 in about 20 feet of water. Holding ground was good with a mud bottom.
11. Hydrographic Conditions Tidal range was observed to be negligible as crew did not have to alter or shift lines or bows while at wharftside. Weather was rainy during the entire stay and temperature ranged from 48 to 61°F.
12. Lighterage It is not known in what degree or quantity lighters are available, other than they are employed in replenishing visiting shipping with water and fuel. Lighter observed was of steel construction and in good condition.
13. Berthing Vessel was berthed at point B alongside wharf described in paragraph 17 of this report.
14. Fuel Fuel oil is available, apparently in abundant supply, by lighter delivery. Again for lack of utilization, delivery rates are unknown.
15. Supplies Chandlers or provisioners did not appear while in port nor were there other indications of deck, engineering or provisions supplies being available.
16. Clearance facilities A railroad spur, located at point C serves the wharf. Tracks were wide gage, in good condition and having many sidings, though none of the sources would venture an opinion as to the exact number. The spur runs roughly parallel to the face of the wharf, curves and is thought to clear along the south width. It facilitates rolling stock loaded with apatite which is dumped outboard of the sidings. Ore is then shifted to wharf's edge by crawler crane and lifted aboard ship by floating crane described in paragraph 17 of this report. Rolling stock observed consisted of box and gondola cars which were relatively modern and in average condition.

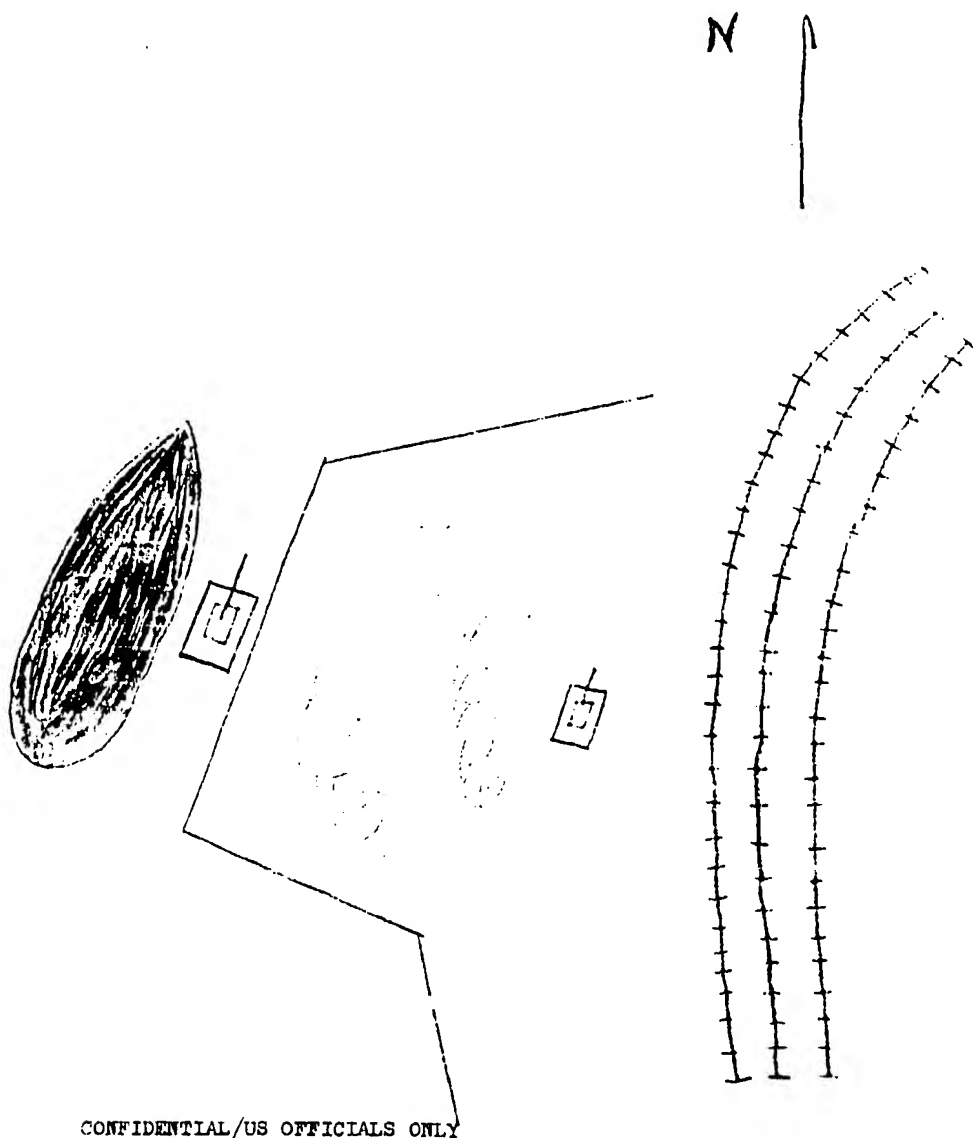
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1. Wharf Details Designator B is a marginal wharf of timber construction which has no proper name but is referred to as the Ore Loading Wharf. Its face length is approximately 368 feet, long enough to accommodate one ocean type merchant vessel. Width of the wharf to railroad spur was estimated between 65 to 80 feet. Depth alongside was not known, other than to be in excess of the 25 feet required by sources' vessel. Vertical distance between chart datum and the deck level was six feet. Handling equipment consisted of an automotive crawler crane which was employed to shift apatite ore from the rail dump to wharf's edge. This crane had a boom length of 40 feet. Other cargo-handling equipment consisted of a floating jib crane spotted between sources' vessel and wharf for lifting cargo to ship's hold. The crane was steam driven, four-ton capacity and rigged with grapple bucket. Stevedores were males between 25 to 50 years of age. They worked in gangs of six men each; sources' vessel using three gangs. There were no transfer sheds on the wharf. Sources stated that the several piles of apatite obscured their observations to a marked degree. Cargo-handling arrangement on the wharf is illustrated by the following diagram:



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18. Medical Facilities One source developed an infected finger and received medical attention in port. He was taken ashore about 2345 and transported to a hospital by automobile; time of day and mode of conveyance hindering observation. The hospital, location unknown, was described as small and old but well and modernly equipped. He was taken to a male physician who did not actually treat him but inquired as to nature of the medicine aboard and instructed him on how to administer the same. The following morning at 1100 he was again taken ashore, this time to a first aid station or small clinic. He was attended by a female doctor about 25 years of age who took him ahead of about 20 Soviet civilians who were waiting for treatment of various minor complaints. She told him to continue using the medications prescribed the previous night and that his finger would be all right. In both instances, source stated physicians appeared capable and efficient.
19. Cargo Vessel which sources were aboard arrived in ballast and lifted a cargo of 5500 tons of apatite ore.
20. Naval vessels sighted Source observed six to ten small Soviet DD's steaming independently off the Kola Inlet. They were cruising at reduced speeds and identified by the Soviet Sighting Guide as type 21, page 8; the GNEVNIY class. The Navy interviewing officer added the following comment: The GNEVNIY class DD mentioned in paragraph 20 of this report is now believed to have been redesignated the GORDII class. Three or four Soviet DD's were observed at point E. They were modern-looking vessels and resembled type 12, page 7 of the Soviet Sighting Guide; the ex-HARUTZUKI class, though source could not positively identify. One coastal type Soviet SS was sighted standing out at point F. This vessel could not be identified in the Soviet Sighting Guide, and source could only add that it was gray in color. Several PT boats were observed from time to time during stay in port; one in particular escorted them down the channel upon departure. This was a type similar to number 68, page 15, of the Soviet Sighting Guide; the S-100 class.
21. Merchant vessels sighted Three merchant vessels were sighted; two Norwegian and one British. The British vessel was observed standing out from some point up the harbor from sources' berth. One Norwegian vessel arrived and departed on the same days as the sources' vessel; lifting a cargo of logs. The second Norwegian vessel was observed entering port when sources' vessel was departing.

[Available on loan from the CIA Library is overlay to HO Chart 2966, referred to in the foregoing report.]

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